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Page 1

Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT PROCEDURE IDENT

INDEX REV DATE

EFF DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMS

Chart NOTAMs for Airport ULMM

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

UFN HIALS rwy 32 downgraded to SALS, IAP ILS rwy 32 CAT B, C & D MDA(H) chgd to 496'(230'), VIS 900M.

Airport Information

ULMM (Murmansk)

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General Info

Murmansk, RUS

N 68° 46.9' E 32° 44.8' Mag Var: 12.3°E

Elevation: 266'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 14-32 8202' x 138' concrete

Runway 14 (135.0°M) TDZE 241'

Lights: Edge, ALS

Runway 32 (315.0°M) TDZE 266'

Lights: Edge, ALS

Communications Info

Murmansk Tower 120.3

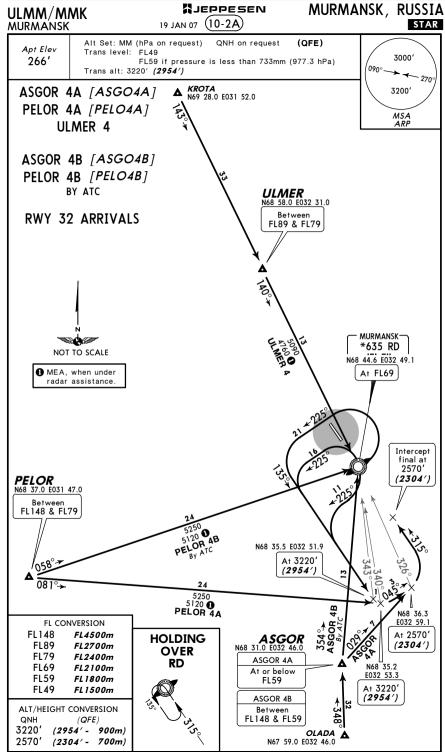
Notebook Info

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MURMANSK, RUSSIA MJEPPESEN ULMM/MMK 19 JAN 07 (10-2) STAR MURMANSK (QFE) Alt Set: MM (hPa on request) QNH on request Apt Elev Trans level: FL49 3000' 266' FL59 if pressure is less than 733mm (977.3 hPa) 0900-Trans alt: 3220' (2979') ASGOR 2A [ASGO2A] 3200 ▲ KROTA N69 28.0 E031 52.0 PELOR 2A [PELO2A] MSA ULMER 2 ASGOR 2B [ASGO2B] PELOR 2B [PELO2B] BY ATC **RWY 14 ARRIVALS ULMER** N68 58.0 E032 31.0 Between FL89 & FL79 N68 56.6 E032 20.1 At 2540' (2299') Intercept final at 2540' (**2299**') N68 56.1 E032 18.0 MURMANSK-At 3220' *635 PF (2979') N68 49.4 E032 40. At FL69 NOT TO SCALE N68 54.4 E032 17.5 MEA when under radar assistance At 3220 (2979') **PELOR** N68 37.0 E031 47.0 FL148 & FL79 FL CONVERSION FL148 FL4500m **ASGOR HOLDING OVER** FL89 FL2700m FL79 FL2400m Between FL69 FL2100m FL59 FL1800m FL49 FL1500m ALT/HEIGHT CONVERSION (QFE) 3220' (2979' - 900m) OLADA A (2299' - 700m) N67 59.0 E032 46.0

CHANGES: STAR ASGOR 4A, crossing at ASGOR.

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MURMANSK, RUSSIA MJEPPESEN ULMM/MMK (10-3) Eff 3 Aug 21 JUL 06 SID MURMANSK QNH on request (QFE) Apt Elev Trans level: FL49 30001 266' FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3220' (2954') ASGOR 1, ASGOR 3 3200' PELOR 1, PELOR 3 MSAULMER 1, ULMER 3 RWYS 14, 32 DEPARTURES KROTA ▲ N69 28.0 E031 52.0 **ULMER** N68 58.0 E032 31.0 ULMER 1 ALT/HEIGHT CONVERSION Between N68 53.0 E032 33.7 QNH (QFE) FL79 & FL89 680' (414' - 125m) At or above 1910' (1644') 1090' (824' - 250m) ULMER 3 but not before 1910' (1644' - 500m) At or above 6.5 NM from 3220' (2954' - 900m) FL59 THR RWY 14 FL CONVERSION FL39 FL1200m N68 41.8 E032 54.3 FL49 FL1500m At or above FL59 FL1800m 1910' (1644') FL79 FL2400m but not before FL89 FL2700m 5.4 NM from THR RWY 32 **PELOR** N68 37.0 E031 47.0 At or above FL79 **←**256° PELOR 1 **ASGOR** N68 31.0 E032 46.0 ASGOR 1 NOT TO SCALE Retween FL59 & FL79 These SIDs require minimum climb gradients ASGOR 3 Rwy 14 Aircraft with more than 162 KT, Between 383' per NM (6.3%) up to 1090' (824'), then FL79 & FL89 OLADA 273' per NM (4.5%) up to FL39, ▲ N67 59.0 E032 46.0 Aircraft with less than 162 KT, 383' per NM (6.3%) up to 680' (414'), then 273' per NM (4.5%) up to FL39. Rwy 32 243' per NM (4%) up to 1910' (1644'), then 75 | 100 | 150 | 200 | 250 | 300 213' per NM (3.5%) up to FL39. Gnd speed-KT 479 638 957 1276 1595 1914 383' per NM Further climb according to Flight Operation Manual 273' per NM 342 | 456 | 684 | 911 | 1139 | 1367 If unable to reach assigned FL climb in the 304 405 608 810 1013 1215 243' per NM established rectangular traffic pattern and 213' per NM 266 354 532 709 886 1063 by ATC instruction.

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JeppView 3.6.3.1 MURMANSK, RUSSIA ULMM/MMK JEPPESEN Apt Elev **266**' N68 46.9 E032 44.8 6 FEB 09 (10-9) MURMANSK MURMANSK Tower 120.3 FOR PARKING POSITIONS SEE 10-9A 466' Λ 492 423' Birds. Twy 1, 2, 4, 5 are closed for taxiing of IL-76, B737, DC-9 aircraft. All types of aircraft are allowed to execute turns on runway turning pads at joints with Twy 1 and Twy 5. ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS LANDING BEYOND -Threshold Glide Slope TAKE-OFF WIDTH HIRL (60m) ALS RVR 7382' 2250m 148' HIALS PAPI (angle 3.0°) 7482' 2281m 45m 32 HIRL (60m) RVR TAKE-OFF AIR CARRIER (JAA) All Rwys LVP must be in force RCLM (DAY only) RCLM (DAY only)

250m

300m

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400m

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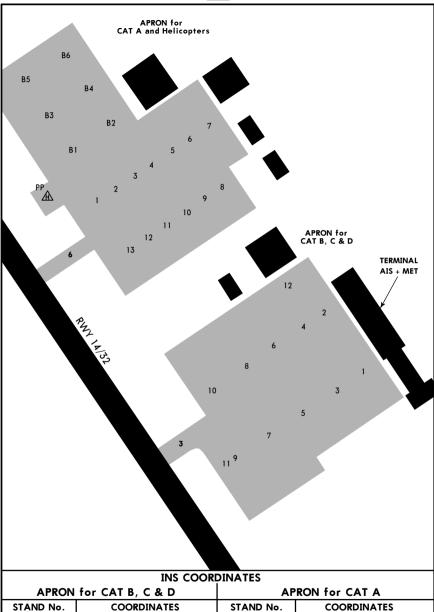
ULMM/MMK

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6 FEB 09 (10-9A)

MURMANSK, RUSSIA

MURMANSK



Stand PP for helicopters only.

3 thru 8

CHANGES: INS coordinates.

On the apron for acft CAT A stands 1-13 & B1-B6 for helicopters.

N68 47.0 E032 45.1

On the apron for acft CAT B, C & D:

- 1. When facing SE acft with an operating radius of 72'/22m or less shall taxi out of stands 3, 5, 7 and 9 under own power only, other acft shall be towed.
- 2. When facing NW acft with an operating radius of 72'/22m or less shall taxi out of stands 4, 6, 8 and 10 under own power only, other acft shall be towed.

PP

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N68 47.2 E032 44.6

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ULMM/MMK

CHANGES: Minimums.

3 NOV 00 (10-9X)

JAA MINIMUMS MURMANSK RUSSIA MURMANSK

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STRAIGHT-IN RWY		Α	В	С	D
14	ILS	505 ′(262 ′)			
		R900m	R900m	R900m	R900m
	ALS out	R1200m	R1200m	R1200m	R1200m
	NDB	720 ′(4 77′)	720 ′(477′)	720 ′(477′)	720 ′(477′)
		R1500m	R1500m	R1800m	R2000m
	ALS out	R1500m	R1500m	R2000m	R2000m
32	ILS	466′(200')	466′(200')	466′(200′)	466′(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	1010'(744')	1010′(744′)	1010'(744')	1010'(744')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

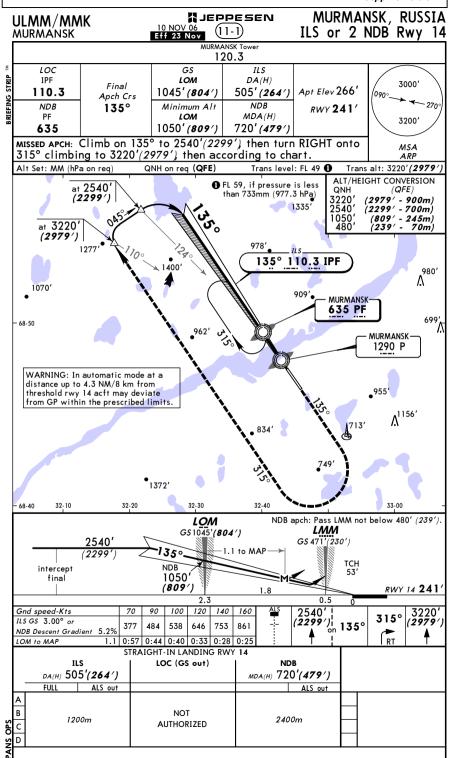
TAKE-OFF RWY 14, 32							
LVP must be in Force			1				
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)				
A B C	250m	400m	500m				
D	300m	1					

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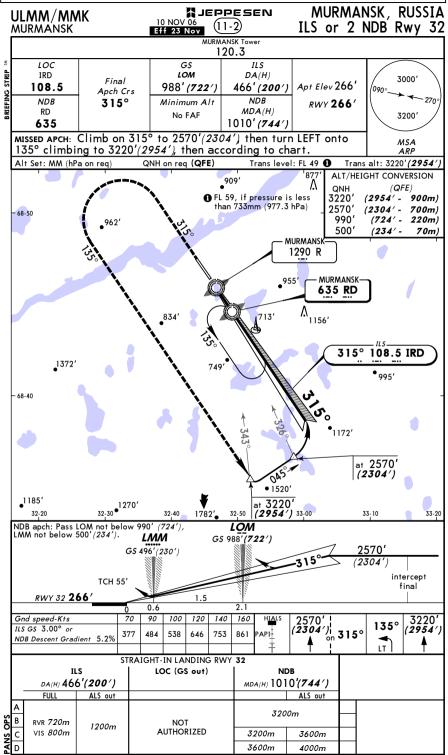
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CHANGES: TCH.